

Appl. No. 09/465,676  
Amdt. dated May 18, 2004  
Reply to Office Action of March 17, 2004

AMENDMENTS TO THE CLAIMS

Claims 1-15 are currently pending.

Please amend claims 1, 2, 4-6 as set forth in the following listing of the claims.

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C/ 1. (currently amended) A method for transmitting data for a security device, in particular for access authorization systems and/or driving authorization systems of a motor vehicle ~~comprising the steps of transmitting wherein~~ data is transmitted over air from a transmitter unit to a receiver unit, the method comprising the steps of: introducing a wherein, ~~after~~ capacitive coupling of between the transmitter unit and the receiver unit, and employing the capacitive coupling for transmitting the data from transmitter to receiver by using a signal which is generated by ~~a capacitive~~ an alternating electric field.

2. (currently amended) The method as claimed in claim 1, further comprising the steps wherein, after reception of the signal, a transmitter transmits an encoded information item to the receiver on a second wireless transmission link, which information item is compared with a

predefined encoded ~~encoded~~ information item in the receiver, and when said items correspond, a drive signal for the security device is outputted.

3. (previously presented) The method as claimed in claim 2, wherein the second transmission link for the encoded information item is implemented by inductive coupling or radio coupling.

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4. (currently amended) A system for activating and/or deactivating a security device, in particular for access authorization systems and/or driving authorization systems of a motor vehicle, in which system an encoded information item is transmitted over air between a portable transmitter and a receiver, the receiver comparing the received information item with a predefined encoded information item, and outputting a drive signal to the security device when said two information items correspond, wherein the receiver (2) has a capacitive transmitter unit (10, 11) which comprising a first capacitor and generates a start signal (16) by means of [[a]] capacitive an alternating electric field at the first capacitor and transmits it to the a receiver unit (13) of the transmitter (1) comprises a second capacitor for reception of the start signal, and transmission of the start signal from the first capacitor to the second capacitor is accomplished by a capacitive coupling between the first and the second capacitors.

5. (currently amended) The system as claimed in claim 4, wherein, in the capacitive transmitter unit (10, 11) of the receiver (2), ~~is composed of a~~ the first capacitor (10) which is operated with an alternating current generator (11), ~~the transmitter (1) comprising, for the reception of the start signal 16), a~~ and the second capacitor (13) which, ~~in the case of capacitive coupling between the transmitter (1) and receiver (2),~~ receives the signal generated by the transmitter unit (10, 11) of the receiver (2) and passes it on to an evaluation device (4) of the transmitter (1).

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6. (currently amended) The system as claimed in ~~claim 4,~~ claim 5, wherein, after evaluation of the start signal (16), the evaluation device (4) generates ~~an~~ the encoded information item (3) which is transmittable from a transmitter unit (5) of the transmitter (1) to a receiver unit (6) of the receiver (2) by means of inductive coupling or far-field coupling.

7. (previously presented) The system as claimed in claim 4, wherein the encoded information item (3) is modulated onto a high-frequency carrier frequency which is generated by alternating current generator (11).

8. (previously presented) The system as claimed in claim 5, wherein the first capacitor (10) is formed

between the outer shell (15) of an access device and an activation device (12) which is arranged on an outer shell of the access device.

9. (previously presented) The system as claimed in claim 5, wherein the first capacitor (10) is formed between bodywork of the vehicle and a control element which is arranged in the interior of the motor vehicle.

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10. (previously presented) The system as claimed in claim 8, wherein, when the activation device (12) is touched by the user, the signal which is to be detected by the second capacitor (13) is amplified.

11. (previously presented) The system as claimed in claim 9, wherein, when the control element is touched by the user, the signal which is to be detected by the second capacitor (13) is amplified.

12. (previously presented) The method as recited in claim 2, further comprising the step of modulating the encoded information item onto a carrier frequency of substantially 400MHz.

13. (previously presented) The method as recited in claim 2, wherein said step of outputting a drive signal further comprises the step of communicating with a central locking system of a motor vehicle in order to at least one of open and close a lock on a vehicle door.

14. (previously presented) The method as recited in claim 2, wherein said step of outputting a drive signal further comprises the step of communicating with an immobilizer of a motor vehicle in order to at least one of activate and deactivate a drive of a motor vehicle.

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15. (previously presented) A method for transmitting data for a security device, in particular for access authorization systems and/or driving authorization systems of a motor vehicle comprising the steps of forming a capacitive coupling between a transmitter unit and a receiver unit, and transmitting the data from the transmitter to the receiver using a signal which is generated by a capacitive alternating field.

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